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Wine & Spirit Merchants
ESTABLISHED 74 YEARS

AGENTS for:-

W. & A. GILBEY'S
WINE & SPIRITS.

JOHN DEWAR & SON'S
SCOTCH WHISKY.

JOHN JEFFREY & CO.'S
PILSENER BEER.

THE WIDOW AND THE WIDOWER

Cook's Experience of Married Life.

There was much laughter in the King's Bench Division on July 8 during the hearing of a breach of promise action brought against a widower with four daughters by a widow with three. The result the lady obtained 2,150 damages.

The case was heard before Mr. Justice Coleridge and a special jury. The plaintiff was Mrs. Mary Convey, licensee of the King Edward VII. King Edward-street, Dalington, N., and the defendant Mr. William Flynn, of Baginbun road, Waltham-stow, whose defence was a denial of the promise, and an alternative denial that he broke it off.

In opening the case for the widow, Mr. Henry Deane said that she was 45, and Mr. Flynn was something over 50. Counsel described the growth of the friendship between them, and how Mr. Flynn (then a master stover) persuaded the lady to give up the Tap public-house, St. Catherine's way, and take another house in a neighbourhood which he liked better.

In July, 1913, they went to Margate together, and on their return the widower kissed the widow for the first time. Thereafter, said counsel, he began to assume the demeanor of an engaged man. He spent much of his time at the Tap, and regularly kissed the plaintiff's daughters after he had kissed her. When she took the King Edward VII. he still visited her, and walked about the bar with a big cigar in his mouth.

People used to ask if he were the governor, and Mrs. Convey was more or less embarrassed.

It was decided that they should be married last New Year's Day. Finally, however, he evaded his visit in September last, and from that time he had never been near her.

Mrs. Convey gave evidence bearing out this statement. Her daughter, Agnes Convey, also gave evidence. Mr. Oliver (cross-examining) asked her: "Did Mr. Flynn kiss you?" and the witness replied, "Yes, always."

Mr. Oliver then asked if Miss Convey would kiss any man to whom she was not engaged to be married?

"Yes, I think I should," replied the young lady.

His Lordship: I suppose you would make a selection?—Oh, yes.

Mrs. Convey, formerly employed as a cook at the Tap, told the Court that she had seen Mrs. Convey and Mr. Flynn kissing.

Mr. Oliver: How did he kiss her? Was it simply a "good-night" kiss?—Oh, he kissed her like I was kissed before I was married.

His Lordship: And since, too, I hope I "No, your Lordship," replied witness, amid loud laughter.

Mr. Flynn, the defendant, in the course of his evidence, declared that he knew Mrs. Convey simply as a friend.

Counsel: Did you kiss her?—Witness: Well, she kissed me. I don't think I kissed her. She was very fond of kissing. I kissed her daughters, and let her kiss me.

Mr. Henry Deane (cross-examining): Did you give her some furniture?—Oh, yes, some old stuff that was no good, in the way of a sofa, chairs, and so on, and so forth.

Was it a case of "I love me love my dog"?—It was a terrible I didn't want. It was a bit rude.

The jury returned a verdict for the plaintiff, awarding damages of £2,150. Judgment was entered accordingly, with costs.

Before evacuating Warsaw, the Russians carried off the archives, money, precious stones, etc., and everything of any value, especially metals, even church clocks and altar ornaments. No carriages or horses were left behind. All the bridges were blown up, and the whole country around Warsaw was devastated, while 250,000 of the Polish people were left in a most desolate condition.

The Man Who Gets There

In the man who has blood—
real rich red blood and
plenty of it—in his body.

WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND

makes blood—lots of it—life
giving, brain nourishing,
strength replenishing blood.

OR ALL CHEMISTS

Prices: \$1.25 and \$2.25.

BUSINESS NOTICES.

For Sale \$4,400

63 FOOT STEAM LAUNCH.

W. S. BAILEY & Co., Ltd.
ENGINEERS and SHIPBUILDERS.



NOTICE.

ANY EUROPEAN, OR ASIATIC or INDIAN desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height, and occupation of the applicant, and stating the name of the steamer or other vessel or the hours of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

LIBBY'S FOOD PRODUCTS.

At the Panama Pacific Exposition, the Highest Honors have been awarded to LIBBY'S FOOD PRODUCTS in direct competition with the foremost food purveyors of the entire world:—
Grand Prize for Libby's Canned Meats and Apparegus.
Gold Medal for Libby's Evaporated Milk and Salmon.
Gold Medal for Libby's Mince Meat, Pickles and California Fruit.
Highest Award for Libby's Olives.
A. B. MOULDER & CO., LTD., Agents.
Hongkong, August 21, 1915.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAILY.

7.00 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.00 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAY.

7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAY.

Extra Car at 12 midnight.
SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

Season and punch tickets, available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Comprode order representing Bank Notes.

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All goods sold at reasonable Prices.

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Nos. 237, 239, Des Voeux Road
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WHO'S WHO IN JAPAN

EDITED AND PUBLISHED BY S. KURIKI.

The first (1913) edition is already issued.
BIOGRAPHIES of over 5,000 people
who are well-known in society and of
several hundred foreigners associated with
Japan appear in the book. Quite new
materials and accurate sketches, both being
utterly free from prejudices.

Many portraits are inserted. The book
contains over 1,400 pages.

The price is yen 6 (12/-) or \$3 per copy.
Orders for the book should be accompanied
by payment.

Subscribers for the second annual edition
of "Who's Who in Japan" will be allowed
a reduction of one yen.

It is a GOOD ADVERTISING MEDIUM.
Many influential papers of the world
noticed this work in the highest terms.

For example, The Daily Mail says:—
Yet another "Who's Who" and this
time from Japan! The reader is apt at
first to regard it as a curiosity, as a sign
that the East has now become Western
practically almost to the last detail. But
"Who's Who in Japan" is far more than
a curiosity; it is a very sound and useful
reference book. It is printed in English
and contains brief biographies, on the
accepted model of prominent men in Japan.
Mr. Kuriki is a skilful editor and has done
his work well.

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TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE,
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
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Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway
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GRAVING DOCK 737' x 88' x 34'

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement,
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shops ranging up to 100 Tons
50-Ton Hydraulic TESTING MACHINE for Chains, wire Ropes, Rivets, etc.

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JOHN I. THORNTON & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.
As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY
DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

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J. H. TAGGART, .

MANAGER.

PEAK HOTEL

ADJACENTLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Smoking
Room, etc.

Terms:—From \$5 per day Max.

Telegraph Add: "Peak Hotel".

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GRAND HOTEL.

FIRST CLASS AND UP-TO-DATE HOTEL, most central location within

the vicinity of all the principal Banks.
Noted for the Best Food, Refreshments, Accommodation and Cleanliness. Cuisine
under European Supervision. A First Class string Orchestra, under selections from
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be courteously and promptly served
just the same. Only at the ALEXAN-
DRA CAFE.

NORTH BRITISH & MERCANTILE

INSURANCE CO.

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AND

THE RAILWAY PASSENGERS
ASSURANCE CO.

TOTAL FUNDS at 31st DECEMBER, 1913:

£23,625,158.

I—Authorized Capital £5,000,000

Subscribed Capital £4,000,000

Paid up Capital £2,437,500

II—Fire Funds £3,895,114

III—Life & Annuity Funds £16,186,100

Sinking Fund Account £36,512

£23,551,288

Revenue Fire Branch £2,607,158

Life and Annuity 1,973,289

Branches 262,692

Revenue Marine Department 430,193

Other Receipts £5,233,218

The Accumulative Funds of the various
Branches are separately invested, and, by
Act of Parliament, are set aside to meet
the claims under the respective Depart-
ments of the Company's Business.

SHEWAN TOMES & CO.

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GREEN ISLAND CEMENT CO., LD.

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In Casks of 375 lbs. net

In Bags of 250 lbs. net.

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Either light or substantial

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Established 1883

MANUFACTURERS OF

PURE Manila ROPE

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| STRAND 1" to 15" CIRCUMFERENCE. | CABLE LAID 5" to 15" CIRCUMFERENCE. | 4 STRAND 3" to 10" CIRCUMFERENCE. |
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Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1911.

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"MUMEYA."

"While-you-wait" Photography

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH
APPARATUS AND MATERIALS WHICH CAN FINISH
IN 1/2 HOUR.

PRICE 2.00 per 3 pcs. for Post Card.

No. 8, Queen's Road Central.

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THE KWONG HIP LUNG CO., LTD.

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ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
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over thirty years' experience. We own two slipways and can accommodate any craft
of 200 feet long.

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Estimates furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1912.

BOURNVILLE COCOA



The Cocoa
with the
most delicious
flavour.

Made by
Cadbury's
from the
finest Cocoa

Hongkong, Dec. 17, 1907.

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G. FALCONER & CO., LTD.
WATCHMAKERS & JEWELLERS.
Hotel Mansions.
Agents for ADMIRALTY CHARTS
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

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ENGLISH TAILORS
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KAIPING COAL
Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS' BUNKERS AND
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KAIPING COKE
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Obtain quotations from
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European Supervision Moderate Price

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Remedy**
Time was, when disease was thought to be due
to the direct influence of evil spirits, and exorcism
and magic were invoked to cast it out.
Science has taught us wisdom. The evil
spirits exist still. We call them "Disease
Germs," and they also must be cast out. Once
lodged in the stomach or intestines, fever with
its hallucinations, or biliousness with its aches
and pains is the result.
**ENO'S
FRUIT SALT**
is the approved remedy for driving out disease
germs. Its action is quick and thorough. It
cleans the intestines, rouses the torpid liver to new
life, stimulates the mucous membrane to a healthy
action, and cleanses and invigorates the whole
digestive tract.
It may be safely taken at any time by young
or old.
It is very effective in the early stage of Diarrhoea
by removing the irritating cause.
Be prepared for emergencies by always keeping
a bottle in the house.
Prepared only by
ENO, LL., 'FRUIT SALT' WORKS, LONDON, ENGLAND.
SOLD BY CHEMISTS AND STORES EVERYWHERE.

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WORM TABLETS**
A purely
Vegetable
Sweetened
Bottle only
Keating's Worm Tablets furnish a most
agreeable method of administering the
only certain remedy for intestinal or
Thread Worms. Perfectly safe, mild,
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To be obtained of all Dispensing
Pharmacies, Chemists, etc.

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APOLISTILL
PILLS**
A French Remedy for all Irritations
of the Lungs, Coughs, Hoarseness,
Sore Throat, etc., etc., etc.
It is a most effective and safe
remedy for all these ailments.
It is sold in all Dispensing
Pharmacies, Chemists, etc.
**MARTIN'S
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THE NEW FRENCH REMEDY.
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**PALL
MALL
TURKISH
CIGARETTES**
THE FAVOURITE "CORK TIPPED" CIGARETTE.
MIRIAM AT THE FAIR.
(By F. W. Thomas in "The Star.")
There are three hundred and twenty-
seven chrysanthemums or tomatoes or
apricocks on the west wall of my sit-
ting-room. To-morrow, if the rain con-
tinues, I am going to count those on the
east wall. Then I shall probably jump
over the cliff, and get my name in the
papers.
Daylight comes old and grey and weep-
ing, a sort of ghastly night, with white
pillars of mist driving in from the sea.
This week I have read a handbook of
botany for beginners, a Harness-Makers'
Year Book and Farmers' Annual, with a
diverting chapter on saddle galls, and
"Christie's Old Organ." This leaves
me with "Ten Nights in a Bar-room,"
and some "Quivers." The harmonium
broke down on the third day of the rain,
did not do so on the fourth day of the
rain, did not do so on the fifth day of the
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Hughes and Hough

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General Auctioneers

Share, Coal and General Brokers.

PROPRIETORS

"TO-KWA-WAN" COAL STORAGE.

Codes used

(A.B.C. 4th & 5th Editions.)

AL TELEGRAPHIC CODE.

Telegraphic Address

MEIKON HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction.

on

TUESDAY

the 31st August, 1915, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of 'Lee House' Street.

A QUANTITY OF

VALUABLE TEAKWOOD

FURNITURE.

PICTURES, ENGRAVINGS,

CARPETS & RUGS, &c., &c.

As follows:—

One Silk Tapestry-covered Drawing Room Suite, Bedroom Furniture, Upholstered Arm-chairs and Sofas, Brasse, and Remounted Bedsteads, Side-boards, Dinner Waggon, Extension Dining Tables and Chairs, etc., etc., Dinner, Tea and Coffee Services, Crockery, Glass and E.P. Ware, Cooking Stove, Cutlery, Shanghai Baths, etc., etc.

Two Typewriter in good condition, Empire and Remington Typewriters, Pianos by Broadwood, Brimmond, and Cramer & Co. Singer Treadle Sewing Machine, Electric Reading Lamp and One large 4-Fold Blackwood Screen, Embroidered Screens, Blackwood Furniture, &c., &c., &c.

(Full Particulars from Catalogue.)

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, August 23, 1915.

AGENTS.

LONDON.—WILLIAM SLATER, 42 Great Russell Street, W.C. 1, ALBAN, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

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HOW THE MINERS HAVE BEEN MISLED.

CAUSE OF THE COAL TROUBLE.

FACTS v. FICTION.

(By E. T. Good.)

A great strike of miners in war time—a miners' strike in South Wales, where the Admiralty coal comes from—needs explaining. This is a strike against the State. Now the State has done more for the miners than it has done for any other class of workmen. The miners, although they are strongly organised and highly paid, and although they are really in the position of contractors, being paid by the ton, are guaranteed a lead minimum wage and an eight-hour day. Mines Regulation Acts for the safety and comfort of the men have followed one another in rapid succession. The miners have much more freedom, much more leisure, much more State protection, and are much better paid, relatively to their working hours and skill, than any other workmen in the country. At the present time, while our armament works—many of them highly skilled men, having served tedious apprenticeships—are slaving at huge furnaces in intense heat, night, ninety, and a hundred hours a week, the miners are only working an average of between forty and forty-five hours weekly.

How is it, then, that the miners are so discontented that they are ready to strike at this critical time? The root cause of the trouble is the agitator. The Government has set to realise this fact, and deal with it, and put the Socialist agitators where their lying tongues can do no more mischief, and the fact that have been spread among the miners have got to be nailed down by hard facts before there will be any peace in the mining industry, and before the nation will get an adequate supply of cheap coal. In short supplies and high prices of coal, in a serious weakening of our competitive powers as a nation, in strikes and threats of strikes that imperil our very existence as an independent State we are paying the penalty for our past failure to grapple with the facts and actualities of the labour question, and for our failure to muzzle false agitators.

A TYPICAL PAMPHLET.

The miners have been told so often by the Socialists that excessive profits are wrung out of their industry and that they are entitled to much higher wages that they have come to believe that their most extravagant demands are justified. The men have also been led to believe that if they persist in their demands, and the coalowners will not meet them, the State can be compelled to nationalise the mines, in which case higher wages will be paid, pensions will be given, and more money will be spent on safety appliances.

A short time ago a pamphlet was widely circulated among the miners telling them that the profits made by the coalowners were such that, under State ownership, an all-round advance of 5s. a week in wages could be given and a substantial profit made for the nation without raising the price of coal. As we have, roughly, a million miners, 5s. a week advance of wages would mean an addition of £12,500,000 a year, reckoning 50 weeks to the year; to the wages bill. Now the "gross income from mines," averaged over, say, the last twelve or fifteen years, according to income tax returns, has only been about £16,000,000 a year, and of that £4,000,000 goes in what are called royalties—that is, payments for the mineral, for damage done to the land, for rent for pit-head plant, houses, wagon ways, etc. The net dividends average little more than 6d. per ton of coal—certainly not more than 9d.—whereas an advance of 5s. per week in wages would equal 1s. per ton of coal. The statement, therefore, that without raising the price of coal—that is, from the figure it stood at when this pamphlet was written—wages could be increased by 5s. a week and still leave a reasonable profit is false.

One of the best of the proposals for helping the farmers to get in the harvest is Mr. Samuel's offer to allow postmen to work in the fields if they provide substitutes for their postal duties. As these may be women, this condition need not be a hard one to fulfil. Many rural postmen are competent field workers, and their labour will be the most welcome that a farmer can receive. This proposal of Mr. Samuel's is only second in importance to his generous arrangement for encouraging Post Office officials to enlist without losing their departmental status.

Yet this is quite typical of the mis-statements industriously spread among the miners these late years.

ANOTHER MISSTATEMENT.

The Socialists have sought also by falsehoods to gain public support for the mines nationalisation idea. In pamphlets, in the Press, and on the platform they have so often declared that the miners produce coal for about 2s. per ton that many of the general public have come to believe it, and to imagine, therefore, that the coalowners do really make great profits, and that if the State nationalised the mines coal could be sold cheaper and the miners could be paid better. Now, if wages in the mining industry average only 2s. per ton of coal, then it follows that the miners work for an average of only 10s. per week. It takes in this country 1,000,000 miners to raise 250,000,000 tons of coal in a year. Roughly, that is 1 ton per man per working day, or 5 tons per week. At 2s. per ton for wages the men would only receive 10s. per day, or 10s. per week. Obviously, the Socialists make a gross misstatement when they say that coal is sold for 2s. per ton.

NATIONALISATION DELUSION.

For many years now the average wages of coal-miners in the United Kingdom, which is not particularly low as the Socialists have been telling us for their campaign for mines nationalisation, and at the present time the cost, with wages well over 12 per week, will, of course, be more than 8s. per ton. On top of that there are the costs of plant and machinery of horses and their food; of rents, royalties, rates and taxes; of timber, rails, and many other materials; of sales commission and management; of compensation, insurance, etc., before anything is left for capital; and before the coal can be delivered to the Lamin consumer, anything from 7s. to 12s. per ton has to be paid for carriage, and on top of that there are depot and cartage charges. Where, then, are the "enormous profits" so loudly talked of by the Socialists.

It may be pointed out that the State ownership of mines in Germany, where they are experts in bureaucracy, has falsified all the Socialist theories and predictions. In that country the wages are actually lower, safety is not greater, the "per capita" output is less, coal is not sold cheaper, and the profits are considerably lower in use cases of the State-owned than the privately-owned mines. It is the same in other countries where the experiment has been tried. It would most certainly be the same here.

This mines nationalisation idea, which is at the bottom of the Socialist agitation among the colliers, is a delusion. It is based upon delusions—the delusion that coalowners are getting enormous profits, and that Government officials would be better business men than the private capitalists, and take less in salaries than the capitalists take in profits. What Mr. D. A. Thomas quoted a few weeks ago about his firm paying fourteen times as much in wages as in dividends is not far from being typical of the entire coal industry. All the available facts and evidence—the income tax returns, the published balance sheets of the companies, the independent audits made under the Conciliation Board and sliding scale agreements, the calculations of experts—all go to prove, beyond question or doubt, that for every penny taken in dividends by the shareholders the miners get a shilling in wages. Such are the facts. Why are they not made known? Why are the miners and the public so misinformed? Why are the false agitators, who provoke these strikes, not locked up?

One of the best of the proposals for helping the farmers to get in the harvest is Mr. Samuel's offer to allow postmen to work in the fields if they provide substitutes for their postal duties. As these may be women, this condition need not be a hard one to fulfil. Many rural postmen are competent field workers, and their labour will be the most welcome that a farmer can receive. This proposal of Mr. Samuel's is only second in importance to his generous arrangement for encouraging Post Office officials to enlist without losing their departmental status.

ANTIPOIN IN HONGKONG.

Spreading the Fame of the Great British Specific For Rapid Fat-Reduction.

THE burden of obesity is no distressing and so unprepossessing, and is generally so difficult to get rid of with any degree of permanence, that the introduction to Hongkong of the famous British Specific Antipoin will be welcome in many quarters. The preparation is not unknown here already, but the obstacles in the way of its supply to the general public were necessarily great. All difficulties are now removed.

The important discovery of Antipoin, the treatment usually employed for the reduction of weight includes starvation, dietary rules, sweating and purging, together with mineral drugging. All these things are weakening in the extreme, and, when obstinately persisted in, ruinous to the constitution. Antipoin is a dietetically prepared to such drastic method.

To expel the superfluous fatty matter from the system is all very well, but the body must be simply nourished at the same time. Now, Antipoin not only rapidly diminishes the excess of fat, but overcomes the unfortunate tendency to "run to fat." A wholesome food therefore becomes Antipoin's strength-giving ally, and there is no need to dread that the extra nourishment taken will bring about a re-development of excessive fatty tissue.

Every dose of Antipoin is a sure step in the direction of the recovery of beauty of form and vigorous nervous energy.

The decrease of weight is not a tedious process. Within twenty-four hours of the first dose, there is a reduction varying according to individual conditions, between 8 oz. to 3 lb. The scales will be the unerring recorder. The daily decrease is eminently satisfactory. When normal weight and symmetrical proportions are regained the treatment is no longer necessary.

Antipoin contains only the most harmless vegetable substances in solution, the liquid being in appearance like a light red wine. It is palatable, refreshing and slightly laxative, and never occasions any unpleasant reactionary effects.

Antipoin can be obtained at all drug stores, from stock or to order, or in case of any difficulty a large case will be forwarded direct from the Antipoin Laboratories, Store Street, London, England, carriage paid, on receipt of remittance for 11 dollars, or 25 dollars.

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THE DIARY.

MEMO. FOR TO-DAY.

9 p.m.—Night Aquatic Fete at V.R.O.
Half proceeds for Cigarettes and
Tobacco Fund.

General Memoranda.

TUESDAY, August 31—

Queen of Holland's birthday (1839).
Emperor of Japan's birthday (1879).
2.30 p.m.—Lecture of Furniture,
Pictures, Carpets etc. at Messrs.
Hughes and Hough's.

WEDNESDAY, Sept. 1—

Entries close for Gymkhana on Sept.
11th.

MONDAY, Sept. 6—

Labour Day in U.S.A.

THURSDAY, Sept. 11—

3.0 p.m.—Fourth Gymkhana Meeting
at Race Course, Happy Valley.

Though much depends upon Bulgaria's attitude in the present crisis there can be no doubt that even at the worst the Serbians are better prepared to cope with the "enemy." They have now, it is believed, a large number of guns from France and it is also stated that fighting side by side with our gallant little Ally will be quite a large number of British soldiers. While there can be no doubt as to which way Greek inclinations are swaying, it is not yet absolutely certain when Greece may intervene. That, however, may safely be left to the discretion of so astute a statesman as M. Venizelos has proved himself to be. All along, Greek sympathies have been heartily with the Allies and, given a fitting opportunity, the Greeks will press forward and assist in giving the decadent Turk his final coup de grace. As to Roumania, nothing definite can be said, for she has in no way shown any partiality for any of the belligerents. She can afford to be more independent than Bulgaria, who is under financial obligations to Germany. She is apparently sincerely desirous of maintaining her neutrality, and has given the Germans and Turks ample proof of her determination in that respect. Even in the midst of so much uncertainty, it may be safely predicted that now that Italy is actively opposed to Turkey, the Balkan States will probably find it much to their advantage, both now and in the future, to throw in their lot with the Entente Powers.

NEWS OF THE DAY.

LOCAL AND GENERAL.

The name of Carl F. Ischen, a German subject has, announces the *Gazette*, been removed from the list of authorised auditors.

We are asked to state that the Night Aquatic Fete, which was to have been held in the V.R.O. bath to-night, has been postponed until further notice on account of the unsettled weather.

The King has not been advised to exercise his power of dissolution of the Ordinances to amend the Trading with the enemy Ordinance 1914 and the amendment to the R. T. Ordinance 1901.

The Japanese Consul-General notifies us that he will hold his reception on the occasion of H. M. the Emperor of Japan's birthday on the 31st October, the official date fixed, and not the 31st August.

Some idea of the class of men now serving as privates in the Territorial regiments is given in the fact that one corps alone has two Doctors of Music and six Bachelors of Music in a single platoon.

Captured German officers mention that the Kaiser, during one of his periodical visits to the Western front recently, assured his troops once again that "the Lord would always be with the Central Powers."

Moore Vernon & Smyth writes this afternoon: Market opened quiet but firm after yesterday's settlement, the chief feature being an advance of 3½ to 4½ per share in Douglas, which close to-day stood at 28½ buyers.

Among the Indian Princes who have given practical proof of their loyalty in the hour of the Empire trial is the Maharajah of Bhavnagar, who has offered to Government the use of his State railway workshops for the purposes of manufacturing munitions.

Two marriages will take place shortly. Mr. A. Dyer Ball of the Hongkong Civil Service is to marry Miss Ruth Mary Shepherd of Manchester and Mr. H. S. Ramsay, who is well known in sporting circles, is to wed Miss Ursula Hughes of Beckenham, Kent.

Someone with a turn for statistics tells us the war is costing Great Britain rather more than £34 per second. Put in another way: if you have lost the country £1,000 through the medium of the news, you have lost the money of your last year rather over half a minute.

The circumstances attending the death of Mrs. Haskett of Kennedy Road have evoked much sympathy towards Mr. G. H. Haskett Inspector of Streets, Public Works Department. Mr. and Mrs. Haskett had been married only a year. Just recently Mrs. Haskett entered the Government Civil Hospital and on the birth of her baby she contracted pyrexia fever and died yesterday. The child is alive and doing well. The funeral of Mrs. Haskett will take place at Happy Valley Cemetery this afternoon, the cortege being timed to pass the Monument at 5 p.m.

SUPPLIED BY ALL CHEMISTS.

PHYSICIANS prescribe Chamberlain's Colic, Cholera and Diarrhoea Remedy because it relieves cramps in the stomach and intestinal pains quicker than any preparation they can compound. "It can be bought from any chemist." "A bottle will keep you safe, and no home is complete without it." For sale by all Chemists and Storekeepers.

COMPANY MEETING.

HONGKONG HOTEL COMPANY, LIMITED.

The half yearly meeting of the Hongkong Hotel Company, Limited, was held at noon to-day, Mr. J. W. C. Donner presiding. There were also present Mr. Ellis Kadoorie, Mr. J. H. Tager (Secretary), Messrs M. Manuk, D. K. Blair, G. T. Lloyd, G. Dutton, W. L. Gan, Raymond, Somkh, and Mr. P. S. Shu.

The Chairman, in moving the adoption of the report and accounts, said:—On comparing the working account for the six months under review with the corresponding six months of 1914, it will be seen that there is a decrease of \$38,880.02. It must, however, be borne in mind that the half year ending 30th June 1914 was, I think, a record one, whereas the one just ended is one of the lowest.

The decrease in revenue is practically all in Board and Lodging and is to be accounted for by the War which has almost entirely put an end, for the meantime, to the tourist traffic. Until affairs return to normal conditions we cannot look for any great resumption in this source of revenue and shareholders must be prepared for loss.

Every economy that could be reasonably effected in the working of the Hotel without impairing its efficiency has been carried out. It has been necessary to proceed with our usual decorating and painting which has been our out of repairs and renewal account to which account we propose to place \$437,724 bringing it up to \$100,000. It would be unwise, in your Directors' opinion, not to continue such work, for if we postponed it the ultimate cost of repairs and building in a proper state of repair would be greater.

We are writing \$10,000 off furniture and fixtures account bringing that down to a safe figure. In the near future, I fear, we shall have to face a heavy expenditure for re-equipment, hence the provision for depreciation.

We take over the Hotel mansions on 1st September, Mr. Humphrey's lease expiring then, and we trust to see an improvement in revenue from them. The Officers are well met near time.

The balance of profit and loss account is \$102,164.71 which your Directors propose should be distributed as follows:—To pay a dividend of \$2.50 per share on 20,000 shares for the half year, \$50,000.00; To transfer to repairs and renewals account \$38,880.02; To write off furniture and fixtures account \$10,000.00; To write off steam launch account \$2,000.00; To carry forward to new account \$37,784.94: Total \$102,164.71 and I trust you will approve of same.

Mr. Shu, in seconding the motion, thought the shareholders were to be congratulated on the results shown owing to the exceptional times we were passing through.

The motion was carried.

Mr. G. T. Lloyd proposed the re-election of Dr. Noble to the directorate, and on Mr. Dutton seconding the motion was carried.

Messrs A. R. Lowe and Mr. Percy Smith were re-elected auditors on the motion of Mr. Raymond, seconded by Mr. Somkh.

TYPHOON INFORMATION.

Wireless Vessels and Royal Observatory.

Better facilities for acquainting Hongkong of the presence of typhoons are hoped for as a result of a notice to ship masters regarding a radio telegraphic installation on their vessels. The masters of such installations are earnestly requested to co-operate in the forecasting and storm-warning work of the Royal Observatory, by communicating meteorological observations made on board to the station at Cape d'Aguilar with all possible speed. The data particularly requested are:—The ship's name, position, and the time of observation.

The reading of the barometer. The reading of the attached thermometer (if the barometer is of the mercurial type). Wind direction and force (Beaufort scale).

State of weather (Beaufort notation). During the period May 1st to October 31st observations made at 6 a.m. and 2 p.m. are desired: from November 1st to April 30th the 8 a.m. observations alone. At any time of the year, when there is reason to believe that the ship is in the vicinity of a storm centre, the prompt communication of meteorological observations at hourly intervals would be invaluable.

These communications should be sent as master service messages; no charge will be made by the d'Aguilar station, and none should be registered upon the ship. In return for the information supplied, the Captain of the vessel will be notified by the Director of the Royal Observatory to Cape d'Aguilar, and, if of sufficient importance, it will be transmitted to the other for the benefit of all shipping within range.

Particulars of the position and direction of progress of any typhoon and any meteorological information likely to be of use to shipping generally, will also be furnished to the Cape d'Aguilar station, and communicated to any vessel upon request.

It should be understood that all information supplied by the Royal Observatory is the best that can be given with the information at the disposal of the Director, and that the accuracy of such information will inevitably increase with the number of ships regularly reporting observations. In order that a comparison between the ship's barometer and the Observatory standard may be made, it is particularly important that a few readings of the ship's barometer be taken in Hongkong harbour, and forwarded to the Observatory whenever possible. Franked envelopes for the free transmission of this, or any other meteorological communication, may be obtained on application to the Royal Observatory.

How the war hits newspapers is indicated by a sad little leading article in Notes and Queries. It states that, owing to a decline in advertisements and in sales through newspapers, the publication since the war has been conducted at a loss of £200, and it adds that "the paper cannot be continued indefinitely even if the deficit goes no lower." The first number was published on November 3, 1846. The founder and editor was Mr. William John Thoms.

A MASTER REMEDY.
CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy is master over cramp, colic, dysentery, and all intestinal pains. One dose relieves, a second dose is rarely necessary to effect a cure. For sale by all Chemists and Storekeepers.

GYMKHANA TRAINING TIMES.

A fortnight to-day is the date fixed (w.p.) for the fourth Gymkhana of the season, and we might say training in earnest commenced this morning. On a very heavy course (windy track), several ponies were galloped, the times taken—

which naturally at this early stage, apart from the wet, were slow, Mascotte's mile in 2.22 being the best—were as follows:—Durado Chief, 1 mile, 42, 1.10, 1.55; 2.22.2; last 1.33.2.

Saxon Chief, 1 mile, 41, 1.22, 1.58; 2.22.2; last 1.33.2.

Beastock, 1 mile, 34.2, 1.11.3, 1.48.1; 2.22.2; last 1.34.1.

Sunlight, 1 mile, 45, 1.23, 2.00.3; 2.37, 3.10; last 1.33.

Duke Duhlia, 1 mile, 44, 1.18.3, 1.51; last 1.32.2.

Kukri, 1 mile, 47, 1.33, 2.13.3, 2.47.4; last 1.34.1.

Mascotte, 1 mile, 37, 1.14.2, 1.49.2; 2.22; last 1.32.3.

Ideal Duhlia, 1 mile, 49.2, 1.22.3, 2.00; 2.34.2; last 1.34.2.

Castellan, 1 mile, 40.2, 1.37.3, 2.24.3; 3.04.2; last 1.39.4.

Roman Chief, 1 mile, 40, —, 1.32; 2.25.2; last 1.33.2.

Lucky Gem, 1 mile, 39, 1.18, 1.54.2; 2.22.2; last 1.38.

Lorenzo, 1 mile, 40, 1.14, 1.47; last 1.33.

Tinker, 1 mile, 41, 1.19, 1.54.2, 2.27; last 1.32.3.

Soldier, 1 mile, 47, 1.28.2, 2.00.4; 2.54.4; last 1.34.

THEFT OF GOVERNMENT PROPERTY.

For stealing, packing cases, Government property, from the store at Wellington Barracks yard, a Chinese was remanded by Mr. Wood at the Police Court this morning till Monday morning, Sgt. Ambrose Lyke, A.S.C., giving evidence, said that he had been missing boxes for some weeks.

Another Chinese, charged with the theft of five pieces of clothing from the R.N.D. Yard, was stated by Inspector Gordon to have been employed at the Yard for 21 years. He was sentenced to seven days' hard labour.

PROPOSED GIFT BY THE WOMEN OF HONGKONG.

A Motor Ambulance.

It has been suggested that a Motor Ambulance should be given by the women of Hongkong for use at the Front.

Lady May will be very glad to receive subscriptions from 50 cents to \$10.00 for this purpose.

The cost of a Motor Ambulance is £500 complete (about \$5,500.00).

If the sum can be raised quickly, the money can be cable home and the Motor Ambulance could be put into use almost immediately. He (or she) gives twice who gives quickly.

Subscriptions may also be sent to the following ladies:—Mrs. Kemp, 3 Gomes Villas, Kowloon. Mrs. Stabb, 117 Post.

HONGKONG VOLUNTEER CORPS.

Corps Orders by Lieut-Col. J. Chayman, V.D.

Private A. V. G. Meadows joined the Corps on 27th instant, and was posted to Signalling Section.

Parades for Monday, 30th instant at 5.30 p.m.

Recruits of Engineer Company, Musketry and Rifle exercises at Taihook Dockyard, under Sgt. Major Higby.

Flight Section M. G. Co., Squad Drill and Skirmishing at Headquarters.

Gun Club Hill, Kowloon. On duty until morning of 31st instant—E. K. V. R.

On duty 31st instant—No. 1 Sec. Arty. Battery and Left Sec. M.G. Co.

Officer on duty 31st instant—Capt. Armstrong.

Detachment Camp, Kowloon. On duty until morning of 31st instant—E. K. V. R.

On duty 31st inst., Scouts Company. Officer on duty 31st inst., Capt. Hutchison.

HONGKONG POLICE RESERVE.

PATROL INSTRUCTIONS.

Following to report at Charge Room, Central Police Station. On form, with Cape, Helms, if wet weather, Belt, Tranche, etc., will be issued at the Station. Men warned must proceed held books from Nocturn. Until passed out, N. C. Officers (except ex-lar Police) will not wear any badges of rank.

Monday, Aug. 30th, and Tuesday, Aug. 31st.—As already detailed.

Wednesday, Sept. 1st. 5.50 p.m. Bailey, Cartwright, Butterfield, Arnold and Bunce. Also J. M. Wong and Wei Wing Sam to patrol with Crown Sergeant Lan, etc.

8.50 p.m. Ho Hui Fao, Wong Kwing Tin, B. W. Tapp, Pater Wong and James Wong. Also Sirdar Khan to patrol with Wiltchell.

PARADES (CENTRAL POLICE STATION 6 P.M.).

Parade of 1st British Platoon, fixed for Monday, is cancelled, on account of patrol work. Other local parades as detailed in orders of August 27th-28th. It is to be understood in future that men warned for Patrol are excused from Parades on the same day.

EXEMPTION.

A. H. Howitt is exempted from Patrol duties.

THE LATE SERGEANT KENDALL.

On behalf of the Police Reserve a cheque for £210.—has been handed to the widow of the above Officer.

During the week commencing August 23th, the 1st Chinese and 1st Portuguese Platoons only will have their rifle and ammunition with them daily.

(Sgd) F. O. PERKINS.

D. S. P. (Reserve).

BY TELEGRAPH.

THE PROGRESS OF THE WAR.

BRITAIN COPING SUCCESSFULLY WITH THE GERMAN PIRATES.

THE ADMIRALTY'S IMPORTANT DISCLOSURE.

LATEST NEWS FROM THE VARIOUS FRONTS.

(Reuter's Service to the China Mail.)

THE SUBMARINE REVELATION.

BRITISH NAVY'S SUCCESS IN COPING WITH GERMAN PIRATES.

LONDON, Aug. 27, 12.50 p.m.—The Admiralty's revelation of important losses of German submarines has aroused the keenest interest. The papers reproduce this in connection with the recent confession of the German expert, Captain Persius, that the submarine policy had been nothing like so successful as Germany had hoped, as the British had devised a plan rendering the work of the submarines increasingly dangerous.

The inferences drawn from these statements are further confirmed by a speech of the Earl of Selborne to a deputation of farmers. He stated that Lord Milner's Committee on the Extension of Agriculture in England had recommended the Government to guarantee wheat-growers a minimum of 45s. per quarter for four years. The Government had decided not to adopt the proposal as the Admiralty, who had been carefully consulted, were of opinion that the Navy having the submarine menace so well in hand had no fear of the interruption of sea communications, though they might be periodically disturbed. Moreover, the latest returns showed an increase in the wheat acreage of 500,000 acres, nearly a 30 per cent. increase, an increase in cattle of 384,000, and of sheep 450,000. The cattle figures are an absolute record. Lord Selborne adumbrated a scheme for helping the farmers through the County Councils.

FALLEN OFFICERS OF THE 14TH SIKHS.

LONDON, August 27.—The Secretary of State for India (Mr. Austen Chamberlain), accompanied by Lieut.-Colonel Sir J. R. Dunlop-Smith (Aide-de-Camp), will be present at a memorial service at St. Luke's, Redcliffe Square, for the officers of the 14th Sikhs who have fallen in the war.

MR. LEOPOLD ROTHSCHILD'S SON WOUNDED.

LONDON, August 26.—Lieut. Anthony Rothschild, son of Mr. Leopold Rothschild, has been wounded at the Dardanelles.

RUSSIA'S DETERMINATIONS.

War To Be Prosecuted To A Victorious End.

LONDON, August 27.—H.M. the Tsar granted an interview to M. Crippi, formerly a member of the French Cabinet.

M. Crippi says that His Majesty's apartments are like a great business office, where he works long hours receiving despatches and reports and making notes in his own hand.

His Majesty spoke firmly of the desire of the whole of the Russian people to continue the war to a victorious end.

RUSSIAN SHELL CRISIS OVER.

LONDON, August 26.—A Petrograd telegram states that M. Shingareff, President of the Defence Committee of the Duma, interviewed, said that during the last two months the quantity of shell sent to the Front had been doubled. New arrangements would result in a further steady increase. The shell crisis was now over.

WOOLWICH ARSENAL.

Under Direction Of The Munitions Ministry.

LONDON, August 26.—Arrangements have been made for the transfer of Woolwich Arsenal to the control of the Ministry of Munitions.

TRYING TO SUPPRESS COLONEL ROOSEVELT.

LONDON, Aug. 27.—A telegram from Washington states that Colonel Roosevelt's fiery anti-German speeches have aroused the displeasure of the Government. The Secretary for War has telegraphed the Commander-in-Chief deprecating that Colonel Roosevelt had been allowed to address soldiers in camps, and directing that nothing similar be permitted in future.

GERMANY AGAIN APOLOGISES.

LONDON, August 27.—An Amsterdam wire says that Germany has apologised to the Government of Holland for a Zeppelin flying over Vlieland on the 17th instant, when the Dutch opened a vigorous fire. Germany explained that a strong wind made the Zeppelin unmanageable.

GERMANY CALLING UP THE UNFIT.

LONDON, Aug. 27.—A telegram from Berne states that a Bill has been introduced into the Reichstag to amend the Army Law by providing that men rejected as permanently unfit be absolutely exempt from service only in time of peace. It is evidently hoped to find some even among these capable of service in some form or other.

THE KAISER'S CONGRATULATIONS.

LONDON, Aug. 26.—The Kaiser telegraphed the Generals on the Western front congratulating them on holding fast, enabling the Eastern force to penetrate deeply into Russia.

SIR E. GREY'S REPLY TO GERMAN CHANCELLOR.

LONDON, August 26.—Sir Edward Grey's reply to the German Chancellor has created the best impression among the Allies and the neutrals.

BY TELEGRAPH.

ON THE EASTERN FRONT.
RUSSIANS' BRILLIANT RETREAT.

LONDON, Aug. 26.
The Russians are still stubbornly contesting the enemy's advance while retreating to new lines.
Two German armies are closing in on Bialystok from the west and north-west, but, like the evacuation of Ostrowiec, the evacuation of Bialystok will be a natural sequel to the withdrawal to the right bank of the Niemen.
On the other hand, the Russians will probably continue to hold Grodno, which is strongly fortified, until the bulk of the German armies have reached their appointed positions eastward of Vilna.
A German communiqué reports that the advance of Mackensen's army against Brestlitovsk has further progressed from the North and South-West.

RUSSIANS RETIRING TO THE MIDDLE NIEMEN.

PETROGRAD, Aug. 26.
A communiqué says that the Russians repulsed the enemy at Svents, near Dvinsk. The Russians are retiring to the Middle Niemen in conformity with instructions.

FALL OF BRESTLITOVSK.

LONDON, Aug. 26.
An Amsterdam telegram says that a Berlin official communiqué announces that Brestlitovsk has fallen. Austro-German troops stormed the fortifications on the west and north-west front and penetrated last night to the inner fortifications, whereupon the enemy delivered up the fortress.

SERBIA AND THE ENTENTE POWERS.

LONDON, Aug. 27.
The Serbian Minister, says a telegram from Rome, has handed to Baron Sonnino Serbia's reply to the proposals of the Entente Powers.

THE LANDING AT SUVLA BAY.

FURTHER DETAILS.

LONDON, Aug. 26.
A despatch from Reuter's correspondent at the Dardanelles shows that the landing at Suva Bay was accompanied by a demonstration on a large scale by the forces before Achibaba, in order to hold the enemy and prevent him from sending back reinforcements from this front to protect his threatened flank. The Turkish Army is stretched along the hills and valleys of the Peninsula from Balair to Achibaba like a monstrous serpent, with the armed head facing us on the slopes of Achibaba. Our duty was to keep this head occupied. It was known that the enemy had been massing troops on this front for some time, and it was generally believed that he meant to make an attack himself at some time. The belief was amply confirmed by the vigour and doggedness which the Turks—obviously the enemy's freshest and best troops—displayed both in attack and defence.

A TERRIFIC BOMBARDMENT.

Our guns on the morning of the 6th instant battered the enemy's trenches in front of Krithia, and this was followed in the afternoon by a bombardment lasting for two hours, surpassing anything yet seen on the Peninsula. The enemy's trenches were concealed by a veil of smoke from bursting shells. Occasionally a heart-breaking roar overhead indicated the passage of a heavy shell, which would alight with a terrific burst on Achibaba, making the hill look like a volcano in eruption.

THE MAIN OBJECT ATTAINED.

All promised well for the coming attack, as it seemed impossible that anything human could be capable of fight after such a pulverising. The attack was launched at 3.50 p.m. The attacking Regiments leaped from the trenches, and rushed the enemy's front line, despite machine gun and rifle fire. Territorial also participated in the assault. The object of the attack was merely to hold the Turks. The main object was attained, and the trench was evacuated the same evening.

FRENCH HEAVY ARTILLERY IN ACTION.

The next morning the French started with a dozen rounds from the heavy artillery, soon after dawn. At the same hour troops were being rushed ashore at Suva Bay. It was more than ever important to keep the enemy engaged on the southern front. Accordingly our guns threw a hurricane of shells into the Turkish trenches. Our infantry attack was launched about 9.50. Line after line of brown figures ran through the smoke to the main Turkish trench, which was captured in great style, the Turks retreating across the open under fire. The position was now the same as on the preceding day. After the attack, in which as much damage as possible was done to the enemy, our troops were withdrawn to our first line. The enemy continued a storm of rifle-fire all through the night, but he had had enough for one day, and dared not counter-attack.

THE TROOPS THANKED.

Headquarters thanked the troops for the excellent service they had rendered in keeping the enemy's best troops engaged at Achibaba.

AUSTRO-GERMAN MOVE AGAINST SERBIA.

Bulgaria Threatened.

LONDON, Aug. 26.
While the German armies are wading through the morasses around Brestlitovsk there comes news of a great concentration of Austro-German troops on the north bank of the Danube for the campaign against Serbia.
Profiting by the lessons of the disastrous advance on western Serbia last year the Austro-German commanders have apparently decided to attack Serbia from the north-east, with a view to continuing the advance through Bulgaria.
The Times' correspondent at Bucharest says that Bulgaria has been informed of the intended aggression, and warned that the fate of Belgium awaits her in case of resistance, but if she acquiesces in the German plans she will have a free hand in exacting vengeance for the defeats of 1913. Everything depends on the attitude of Rumania, and of this there is at present no indication.

IMPORTANT GERMAN SUBMARINE LOSSES.

LONDON, Aug. 26.
In the official announcement concerning the destruction of a German submarine by Commander Bigsworth, the Admiralty further says—
"Important though the losses of German submarines have been, it is not the practice of the Admiralty to report these in cases where the enemy has no other source of information as to the time and place at which they occurred, but Commander Bigsworth's brilliant feat was performed in the immediate neighbourhood of the coast occupied by the enemy, and the position of the submarine had been located by a German destroyer."
A WEEK'S PIRACY.

LONDON, August 26.
It is officially announced that 19 merchantmen were sunk during the week ending the 25th inst., in which period there were 1,369 arrivals and departures.

THE SINKING OF THE "ARABIC."

Germany Claiming Down.

LONDON, August 27.
Dr. Bothmann-Hollweg, the German Chancellor, in a statement to the Associated Press of America, declared that he has not yet received particulars of the sinking of the White Star liner Arabic, but if the submarine commander ignored his instructions not to endanger the lives of Americans, then Germany would give complete satisfaction to the United States.

A Washington telegram states that Mr. Lansing, Secretary of State, has informed Count Bernstorff that the United States expects the German report concerning the sinking of the Arabic within reasonable time.

Count Bernstorff has informed Mr. Lansing that the commanders of German submarines had been ordered not to attack merchantmen without warning.
Officials are optimistic, and it is understood that Germany will announce the suspension of warfare on passenger vessels.

BY TELEGRAPH.

ON THE WESTERN FRONT.

LONDON, Aug. 26.
Today's Paris communiqué says that there has been only artillery and grenade liveliness in many sectors.
The evening communiqué says—There was a lively cannonade north of Arras, particularly at Douchez, and also along the valley of the Aisne north of Soissons. The Germans violently bombarded Rheims, and the French effectively replied. Grenade fighting continues in Argonne.

FRANCE'S DETERMINATION.

BELGIUM MUST BE FREE; ALSACE-LORRAINE REGAINED.

LONDON, August 27.
The Chamber on assembling last night was packed and the Government secured a tremendous triumph in obtaining what was equivalent to a vote of confidence by 593 votes to 1.

The vote was preceded by an impassioned speech by M. Viviani, the Premier, emphasising that there was no division among Frenchmen—only divergences of opinion, which was the essence of Parliamentary Government. There could be no question of peace until Belgium was free and Alsace-Lorraine regained.

The vote of the French Chamber proves the futility of the agitation of a small section of the Radical and Socialist Deputies against the Government, which was never really serious, but an exaggerated importance was attached to it owing to the unscrupulous methods of dissatisfied politicians. The Government, however, are sure of the support of the vast majority of the country. The Chamber took the strong line, and refused to be badgered.

THE PREMIER'S EPOCH-MAKING SPEECH.

M. Viviani, in an epoch-making speech, courageously admitted that where some branches of the War Department had achieved great efforts, mistakes had been made by others, but they had already been remedied.
"Let us banish discouraging pessimism," appealed the Premier, amid thunderous applause. "For 45 years the Republic has supported the weight of a horrible wound. It is false to say it was not prepared for military defence. There is no division among Frenchmen, and there could only be one if anybody suggested premature peace."
All reference to General Joffre and the Army were received with tempestuous applause, and M. Viviani was accorded an ovation.

AUSTRALIANS AND NEW ZEALANDERS HIGHLY PRAISED.

LONDON, Aug. 26.
A telegram from Sydney says that General Sir Ian Hamilton has cabled the Commonwealth Premier that the Australians and New Zealanders cannot be praised too highly. Their magnificent night march was so near impracticability that the Turks did not believe such a feat would be attempted. Their dash and vigour in attack reflect credit on the officers and men.

ITALIANS STILL PROGRESSING.

LONDON, Aug. 27.
A Rome communiqué announces that the Italians have captured the head of Stino Valley, taking eight hundred men and much ammunition and material. An Austrian aeroplane bombed Brescia, killing six civilians.

GERMAN BATTERIES FIRE ON A RESCUING PARTY.

LONDON, Aug. 27.
Particulars of the sinking of a German destroyer off Newport by two French destroyers show that the French started to rescue the crew but the shore batteries opened a hot fire, compelling them to leave the crew to their fate.

FRENCH AEROPLANES ACTIVE.

LONDON, August 27.
The Paris evening communiqué announces that French aeroplanes bombarded on the 25th inst. a number of German cantonments, stations, and an aviation park in Argonne, at Avois, and elsewhere, while a Squadron of 60 British, French, and Belgian aeroplanes bombed the forest south of Oulet, causing several fires.
French aeroplanes dropped 127 bombs on the station of Noyon on the night of the 25th inst.

SPORTING.

Exhibition Tennis Match Postponed.

For the second time rain has compelled a postponement of the exhibition tennis match between Kowloon "A" champions of the League and "The Rest," which was to have taken place this afternoon.

Lawn Tennis.

H. K. C. C. TOURNAMENT.

The Summer Tennis Tournament arranged in connection with the Hongkong C. C. has commenced well and the first round has been completed. The remaining matches in the first round to be played have resulted as follows:

K. Brayshaw and N. L. Smith (scratch) beat A. L. Gaze and A. A. Clayton (ove 3/6, 7/5, 7/5).
R. Hancock and R. P. Thurlfield (ove 2/3) beat G. Worcester and S. R. Moore (ove 2/3, 3/4, 6/1, 4/2).
The second round is arranged as under:

C. C. S. Swell and C. C. Stark (rec. 1/6) v. C. A. Longland and A. Bevinston (rec. 3/6).
W. J. Hodge and J. McDonald (scratch) v. T. W. Hill and A. H. Crew (rec. 3/6).
R. Hancock and R. P. Thurlfield (ove 3/6) v. G. Makin and R. E. Amory (ove 4/6).
H. Hancock and P. Leitch-Brown (ove 15/11) v. N. E. Kent and W. N. Ford (ove 15/4).
K. Brayshaw and N. L. Smith (scratch) v. E. Abraham and W. H. Vireaux (ove 3/6).
R. F. Hall and A. Whitmarsh (ove 15/1) v. L. N. Murphy and F. W. Cary (ove 15/3).
H. E. Munn and E. L. Sim (rec. 1/7) v. S. E. Green and Dr. Lindsay Woods (ove 15/3).
W. J. Morrison and N. J. Austin (scratch) v. J. McAl Walker and G. Malby (rec. 3/6).
This round has to be played off by September 3rd.

ARE YOU GOING ON A JOURNEY?

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy should be packed in your hand luggage when going on a journey. Changes of water, diet, and temperature, all tend to produce bowel trouble, and this medicine cannot be secured on board the train or steamship. It may save much suffering and inconvenience if you have it handy. For sale at all Chemists and Storekeepers.

BY TELEGRAPH.

THE WELSH COAL MINERS' DISPUTE.

LONDON, August 27.
The men at the Naval Collieries at Panytraig have decided to continue work pending a meeting of all employees of the Cambrian Collieries.

10,000 ANGRY MINERS STRIKE.

LATER.
The South Wales miners are angry because the Government refused to receive a man's deputation, and nearly 10,000 struck to-day. It is feared that the trouble will spread.

PERSIAN BRIGANDS ATTACK GENDARMERIE.

LONDON, Aug. 27.
A Petrograd message says—Telegrams from Teheran show that bands of brigands are attacking the gendarmes, who have lost two guns and munitions. Major Burjird, a Swedish officer, barely escaped with his life.

THE AMERICAN EXCHANGE QUESTION.

LONDON, Aug. 27.
The Times states that the colleagues of Sir Edward Holden in his mission to the United States, as the representative of the Clearing House to deal with the adverse exchange, will be Lord Reading and Sir Babington Smith.

SIR ALFRED MOND'S NEWS-PAPER CONNECTIONS.

LONDON, August 27.
Sir Alfred Mond, M.P., Liberal, has resigned the directorship of the Westminster Gazette and disposed of his shares in the English Review. Mr. Austin Harrison has become the principal shareholder in the Review.

A DISHONEST SALESMAN.

A salesman at the Sun Company's stores was sentenced to four months' imprisonment at the Magistrate's Court this morning. Defendant embezzled \$2 through passing a false pass across to a purchaser and putting the money in his pocket. He was afterwards found with \$70 in his possession.

RUSSIAN PASSPORT REGULATIONS.

The following instructions with regard to persons wishing to travel in or through Russia during the continuance of the war, are published in to-day's Gazette:

1. Passports must be supplied with photographs of the persons therein described of more than nine years of age, which must be certified by the authorities issuing such passports.

2. Passports must contain a declaration by the bearer, certified by the same authorities, as to his age and nationality. The bearer must state if he has belonged to that nationality from birth or if he has acquired it by naturalization, in the latter case he must declare the date of his naturalization and also to what nationality he belonged before naturalization. The said declaration must also mention to what part of the Empire he intends to proceed together with the object of his visit.

3. Passports must be supplied with photographs of the persons therein described of more than nine years of age, which must be certified by the authorities issuing such passports.

4. Passports must contain a declaration by the bearer, certified by the same authorities, as to his age and nationality. The bearer must state if he has belonged to that nationality from birth or if he has acquired it by naturalization, in the latter case he must declare the date of his naturalization and also to what nationality he belonged before naturalization. The said declaration must also mention to what part of the Empire he intends to proceed together with the object of his visit.

To-day's Advertisements.

DIOCESAN SCHOOL & ORPHANAGE.

SCHOOL will Re-open on WEDNESDAY, 1st September. Application for admission should be made to the HEADMASTER, Hongkong, August 28, 1915. 734

DOUGLAS STEAMSHIP COMPANY LIMITED.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS.

OF THE COMPANY will be held at the Company's Offices, on FRIDAY, the 17th of September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1915.

DOUGLAS, LAPRAK & Co.

General Managers.

Hongkong, August 28, 1915. 738

BANKRUPTCY No. 13 of 1914.

Re KWONG MAN CHEONG Firm of Hongkong also trading as the LOO CHEE HANG CHAN Firm of Hongkong; the LOO KEE SANG Firm in Canton; the LOO KEE SANG Firm and the LOO KEE SANG Firm in Singapore and the LOO KEE SANG Firm in Penang.

A FIRST and FINAL dividend of \$3 per cent. has been declared in the above matter. Notice is hereby given that above mentioned dividend may be received at the Office of Messrs. Lows, Braseney & Matthews on the 3rd day of September, 1915, or on any subsequent date between 10 a.m. and 12 o'clock Noon.

Creditors applying for payment must produce any bills or exchange promissory notes or other securities held by them and must sign a receipt in the prescribed form.

Dated this 27th day of August, 1915.

E. A. M. WILLIAMS, Trustee.

(Continued on page 8.)

CALICURA

CURES

CORN

Get a bottle to-day!

Price 60 cents.

QUEEN'S DISPENSARY

Tel. 492.

31, Queen's Road, Central

THE 'CHINA MAIL' Typhoon Map and Guide

WITH TABLE AND TRACKS OF PAST DISTURBANCES

Price 50 cents.

THE HANDY BOAT FOR MACAO.

THE S.S. "CHUEN CHOW"

THE ONLY BOAT LEAVING AT 5 P.M. EVERY DAY.

Back again by noon on the following day.

SUNDAY—Leaves Macao 1.30 P.M. Arrives Hongkong about 6 P.M.

FARES:—First Class \$2 Single; \$3 Return (Saloon).

First Class \$1, \$1.50 (Saloon) for Children.

Second Class 60 cts. Single; \$1 Return.

Electric Fans throughout. First Class Attention. Ample Saloons and Cabin Accommodation.

Passengers may sleep on board without additional charge on return tickets only.

THE EASTERN ASBESTOS CO.

Sole Agents for

THE GANDY BELT

MANUFACTURING Co., Ltd.

Shacombe, Cheshire, England

Large Stocks of "Gandy" Belting and Belt Fasteners.

4 QUEEN'S BUILDING, HONGKONG.

Telegrams "Corrugated" Telephone No. 501.

CHAMPAGNES

Perrier Jouet

1906 Vintage

Price per case 1 doz. Quarts Duty Paid \$80.00

ditto 2 doz. Pints ditto \$83.00

Moet and Chandon's

Dry Imperial.

Price per case 1 doz. Quarts Duty Paid \$74.00

ditto 2 doz. Pints ditto \$77.00

Guillemart

Extra Dry.

Price per case 1 doz. Quarts Duty Paid \$40.00

SOLE AGENTS

Gande, Price & Co., Ltd.

Wine Merchants.

6, Queen's Road Central,

Tel. No. 135

HONGKONG.

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

| FOR | STEAMERS | To SAIL | REMARKS |
|------------------------------|------------|------------------|-------------------------|
| SHANGHAI | (SARDINIA) | 29th Aug. | Freight and Passengers. |
| SHANGHAI, MANILA, YOKOHAMA | (NORE) | About 4th Sept. | Freight and Passengers. |
| LONDON & BOMBAY via SARDINIA | (SARDINIA) | About 10th Sept. | See Special Notice. |
| LONDON & BOMBAY via NANKIN | (NANKIN) | About 24th Sept. | Freight and Passengers. |

Subject to immediate alteration without Notice.

All the above steamers are fitted with Wireless Telegraphy.

P. & O. S. N. Co.'s Office.

E. A. HEWITT, Superintendent.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

THE AMERICAN LINE TO TACOMA
AND SEATTLE

In connection with THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY
FOR VICTORIA AND TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA.

| | | | |
|---------------------|-----------------|--------------------|-----------|
| S.S. "CHICAGO MARU" | Capt. R. Hori | Friday, 3rd Sept. | at 3 p.m. |
| S.S. "CANADA MARU" | Capt. T. Suzuki | Monday, 13th Sept. | at 3 p.m. |

These New-Built Steamers of American Line have fair speed and are fitted with the latest wireless apparatus. Best adapted for carrying Silk, Treasure and Passengers.

FOR BOMBAY via SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

| | | | |
|--------------------|--------------------|---------------------|-----------|
| S.S. "BAIGON MARU" | Capt. N. Kobayashi | Saturday, 4th Sept. | at 7 a.m. |
|--------------------|--------------------|---------------------|-----------|

FOR TAMSUI AND KEELUNG via SWATOW AND AMOY.

| | | | |
|-------------------|----------------|--------------------|----------|
| S.S. "DALIN MARU" | Capt. S. Saito | Tuesday, 31st Aug. | at Noon. |
|-------------------|----------------|--------------------|----------|

FOR ANPING AND TAKOW via SWATOW AND AMOY.

| | | | |
|-------------------|--------------------|----------------------|------------|
| S.S. "SOCHU MARU" | Capt. A. Kobayashi | Wednesday, 1st Sept. | at 10 a.m. |
|-------------------|--------------------|----------------------|------------|

FOR HAIPHONG via HOIHOW.

| | | | |
|-------------------|------------------|----------------------|------------|
| S.S. "DAIGO MARU" | Capt. T. Konishi | Wednesday, 1st Sept. | at 10 a.m. |
|-------------------|------------------|----------------------|------------|

These Steamers of Coast and Foreign Line have excellent accommodation for first class passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from the Sui Yip Wharf near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO:-

H. YAMAUCHI, Manager,
Second Floor No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN
MAIL SERVICE

TO AUSTRALIA, via MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

| STEAMERS | ARRIVE HONGKONG FROM AUSTRALIA | LEAVE HONGKONG FOR AUSTRALIA |
|------------|--------------------------------|------------------------------|
| ST. ALBANS | 13th September. | 17th Sept. at 11 a.m. |
| ST. ALBANS | | 6th Oct. at 11 a.m. |

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.
Agents

NATAL LINE OF STEAMERS

TAKING Cargo or through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO. LTD.
AND "AFRICAN LINE"

| STEAMERS | On or about | Connecting at Calcutta with | On or about |
|----------|-------------|-----------------------------|-----------------------|
| "DUNERA" | 31st Aug. | A Steamer | Middle of Sept. |
| "JAPAN" | 18th Sept. | A Steamer | Beginning of October. |

For Freight and further particulars apply to

DODWELL & CO., LTD. Agents.

HONGKONG—NEW YORK

REGULAR SAILINGS via PORTS AND SUEZ CANAL.
(With liberty to call at the Malabar Coast.)

FOR NEW YORK via PANAMA CANAL.

S.S. SHIMOKI, On or about 31st August.
For Freight and further particulars, apply to

DODWELL & CO. LTD. Agents.

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

| | | |
|------------------|---|------------|
| S.S. HOKUTO MARU | For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan | 8th Sept. |
| S.S. BANKI MARU | For Moji, Kobe & Yokohama | 11th Sept. |
| S.S. RINJUN MARU | For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan | 2nd Oct. |
| S.S. BOKURO MARU | For Moji, Kobe & Yokohama | 6th Oct. |
| S.S. RYU MARU | For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan | 22nd Oct. |
| S.S. HONTO MARU | For Moji, Kobe & Yokohama | 27th Oct. |

For Freight or Passage, apply to

DODWELL & CO. LTD. Agents.

SHIPPING

PACIFIC MAIL S.S. CO.

| MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS. | OPERATING |
|--|----------------------|
| MONGOLIA 27000 tons | MANCHURIA 27000 tons |
| KOREA 18000 tons | SIBERIA 18000 tons |
| CHINA 10200 tons | NILE 11000 tons |
| PERSIA 8000 tons | |

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

| | |
|---------------------------|------------------------------------|
| S.S. "CHINA" (via Manila) | Sailing TUESDAY, 31st Aug. at noon |
| S.S. "MANCHURIA" | "TUESDAY, 7th Sept. 1 p.m. |
| S.S. "MONGOLIA" | "THURSDAY, 30th Sept. 1 p.m. |
| S.S. "PERSIA" | "TUESDAY, 19th Oct. at noon |

These steamers are famous for their modern equipment, comfort and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moroni, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—all water, swimming tank, billiard room, deck games, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Passage in Our First-Class Cabin.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, Agent,
King's Building (opposite Blake Pier),
Telephone No. 141

For San Francisco via Manila, Nagasaki, Kobe, Yokohama and Honolulu.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer. Displacement Tons & Speed. Leave Hongkong.

| | | |
|------------|-----------------|----------------------------|
| TENYO MARU | 23,000-21 knots | Tues., 14th Sept. at Noon. |
|------------|-----------------|----------------------------|

| | | |
|------------|-----------------|----------------------------|
| WIPON MARU | 11,000-11 knots | Tues., 28th Sept. at Noon. |
|------------|-----------------|----------------------------|

| | | |
|------------|-----------------|---------------------------|
| SHIYO MARU | 22,000-21 knots | Tues., 12th Oct. at Noon. |
|------------|-----------------|---------------------------|

| | | |
|------------|-----------------|--------------------------|
| CHIYO MARU | 22,000-21 knots | Tues., 9th Nov. at Noon. |
|------------|-----------------|--------------------------|

Via MANILA, Omitting Shanghai.

| | | |
|-----------------------|--------|-------------------------|
| First Class to London | £71-10 | Return (6 months) £120. |
|-----------------------|--------|-------------------------|

| | | |
|--------------|------|-------------|
| " " New York | £29- | " " £58-10. |
|--------------|------|-------------|

| | | |
|-------------------|------|----------|
| " " San Francisco | £24- | " " £48- |
|-------------------|------|----------|

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Los Angeles, San Francisco, Panama, Callao, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamer. Displacement Tons & Speed. Sailing.

| | | |
|-----------|-----------------|-----------------------------|
| ANZO MARU | 18,500-18 knots | Friday, 10th Sept. at Noon. |
|-----------|-----------------|-----------------------------|

For full particulars as to Passage and Freight apply to

K. DOI Acting Agent,
KING'S BUILDING (Opposite Blake Pier),
Telephone 291.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| DESTINATION. | STEAMERS. | SAILING DATE. |
|--------------|-----------|---------------|
|--------------|-----------|---------------|

| | | |
|--------------------|--|----------------------------------|
| MARSHALLS & LONDON | ATSUTA MARU, Capt. T. Sato, Tons 8,000 | THURSDAY, 1. 9th Sept., at Noon. |
|--------------------|--|----------------------------------|

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| VI. SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID | | |
|---|--|--|

| | | |
|-------------------------|-------------------------------------|------------------------------|
| VICTORIA, E.C. & SEATLE | ARI MARU, Capt. Nomura, Tons 12,500 | TUESDAY, 7th Sept. at 4 p.m. |
|-------------------------|-------------------------------------|------------------------------|

| | | |
|--|---|-------------------------------|
| SHANGHAI, MOJI, KOBE, YOKKAICHI & YOKOHAMA | TAMBA MARU, Capt. Nagasawa, Tons 12,500 | TUESDAY, 21st Sept. at 4 p.m. |
|--|---|-------------------------------|

| | | |
|----------------------|---------------------------------------|-------------------------------|
| SYDNEY AND MELBOURNE | TANGO MARU, Capt. Soyeda, Tons 12,500 | TUESDAY, 14th Sept. at 4 p.m. |
|----------------------|---------------------------------------|-------------------------------|

| | | |
|--|---|-----------------------------|
| VI. MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE | NIKKO MARU, Capt. R. Takekida, Tons 9,600 | FRIDAY, 16th Oct. at 4 p.m. |
|--|---|-----------------------------|

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|----------------------|--|--|
| SHANGHAI MOJI & KOBE | | |
|----------------------|--|--|

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| SHANGHAI KOBE & YOKOHAMA | | |
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| | | |
|--------------------------------------|-------------------------------|-------------------|
| CALCUTTA via SINGAPORE, RANGOON MARU | (Capt. Takekida, Tons 10,000) | FRIDAY, 3rd Sept. |
|--------------------------------------|-------------------------------|-------------------|

| | | |
|------------------------------------|------------------------------|-------------------|
| BOMBAY via SINGAPORE, RANGOON MARU | (Capt. Takekida, Tons 8,000) | MONDAY, 6th Sept. |
|------------------------------------|------------------------------|-------------------|

| | | |
|--------------------------|--|--|
| SHANGHAI KOBE & YOKOHAMA | | |
|--------------------------|--|--|

| | | |
|---------------------------|--|-------------------------------|
| NAGASAKI, KOBE & YOKOHAMA | NIKKO MARU, Capt. Takekida, Tons 9,600 | SUNDAY, 12th Sept. at 10 a.m. |
|---------------------------|--|-------------------------------|

Wireless Telegraphy.

Some Principal Fares.

| | |
|-------------------------------|-----------------------------------|
| To London 1st Single Yen 600. | To Marseilles 1st Single Yen 550. |
|-------------------------------|-----------------------------------|

| | |
|-----------------------|-----------------------|
| " " 2nd Single " 400. | " " 2nd Single " 350. |
|-----------------------|-----------------------|

| | |
|-----------------------|-----------------------|
| " " 2nd Single " 400. | " " 2nd Single " 350. |
|-----------------------|-----------------------|

| | |
|--|--|
| To London, Southampton, Liverpool via New York £20. 12s. | |
|--|--|

| | |
|--|------------------------|
| To Victoria, Vancouver, Seattle, 1st Single " 225. | 1st Return " 227. 10s. |
|--|------------------------|

| | |
|----------------------------|------------------------------|
| To Sydney, 1st Single £40. | To Melbourne 1st Single £41. |
|----------------------------|------------------------------|

| | |
|-----------------|----------------------|
| 1st Return £72. | 1st Return £73. 10s. |
|-----------------|----------------------|

| | |
|--------------------------------|---------------------------|
| To Yokohama, 1st Return \$120. | To Kobe 1st Return \$125. |
|--------------------------------|---------------------------|

| | |
|-----------|-----------|
| 2nd " 80. | 2nd " 85. |
|-----------|-----------|

| | |
|-----------------------------|--|
| Round-the-World, Yen 1,045. | |
|-----------------------------|--|

KUBO MOTO, Manager.

Telephone No. 222.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO SAIL |
|---------------------------|----------|---------------------|
| SHANGHAI | LUCHOW | Aug. 29, Daylight. |
| KERAO | HANGCHOW | Aug. 29, at 9 a.m. |
| NINGPO & SHANGHAI | SHANGHAI | Aug. 29, Daylight. |
| HAIPHONG | FOOCHOW | Aug. 30, at 10 a.m. |
| MANILA | TEAN | Aug. 30, at 4 p.m. |
| CEBU & ILOILO | TEAN | Aug. 31, at 4 p.m. |
| SHANGHAI | YINGCHOW | Aug. 31, at 4 p.m. |
| HOIHOW, FAKHOI & HAIPHONG | SINGKING | Sept. 1, at 4 p.m. |
| SHANGHAI | CHIAN | Sept. 2, at 4 p.m. |
| WEIHAIWEI & TIENTSIN | HOIHOW | Sept. 3, at 4 p.m. |

DIRECT SAILINGS TO WEST RIVER—Twice Weekly

S.S. "LINTAN" and S.S. "SANTU"

MANILA LINE. Twin Screw Steamers "Chinua," "Taming," & "Tea" Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck aft on "Taming" and "Tea."

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.

S.S. "Chinua," "Chuan," "Lingchow," "Lachow," "Yingchow" & "Sinking" with excellent accommodation. Electric Light and Fans in Saloon and State-rooms. Maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

| FOR | STEAMERS | TO SAIL |
|--------------------------------|----------|------------------------------|
| HOIHOW & HAIPHONG | LOKSANG | SUNDAY, Aug. 29, at 6 a.m. |
| WEIHAIWEI, CHEFOO & CHONGSHING | LOKSANG | SUNDAY, Aug. 29, Daylight. |
| WEIHAIWEI & TIENTSIN | LOKSANG | TUESDAY, Aug. 31, Daylight. |
| SHANGHAI, KOBE & MOJI | LOKSANG | WEDNESDAY, Sept. 1, at Noon. |
| WEIHAIWEI & TIENTSIN | LOKSANG | FRIDAY, Sept. 3, at Noon. |
| HOIHOW & HAIPHONG | LOKSANG | SATURDAY, Sept. 4, at 6 a.m. |
| MANILA | YUENSANG | SATURDAY, Sept. 4, at 3 p.m. |
| SINGAPORE | YUENSANG | SATURDAY, Sept. 4, at 3 p.m. |
| KOBE & MOJI | YUENSANG | FRIDAY, Sept. 10, Daylight. |

RETURN TOURS TO JAPAN.

The steamers Luchow, Nanking and Peking leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Yaching, Kiangsu, and Sinking leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 18 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chaoow, Tientsin, Dairen, etc.

Taking Cargo on through Bills of Lading to Koda, Lahad Datt, Singapore, Tawau, Uluken, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
Agents.

Telephone No. 214.

R.M.S.P. THE ROYAL MAIL

STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMeward.

Sailings to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.,
AGENTS.

Telephone No. 215 Sub. Ex. 10.

BRITISH INDIA S. N. CO., LTD.

A.P.C.A.R. LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI

AND JAPAN PORTS.

EASTWARD.

WESTWARD.

S.S. DUNERA, 5,389 tons, Capt. Munro, will be despatched for SINGAPORE, PENANG, RANGOON & CALCUTTA on 31st August.

S.S. JAPAN, 5,013 tons, Capt. C. P. Seddon, will be despatched as above on the 18th September.

The above Steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO. LTD.,
AGENTS.

SHIPPING

STEAM FOR

STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

Through Bills of Lading issued for DATA, VIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship SARDINIA, Captain J. T. Jeffery, carrying His Majesty's Mails will be despatched from this port on or about FRIDAY, the 10th September, 1915, taking Passengers and Cargo for the above ports in connection with the Company's Steamship, Meloja from Colombo. Passengers' accommodation in which vessel is second before departure from Hongkong.

Suez and Valparaiso, and on to London for Italy, France and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Cargo for Bombay etc. will be continued on in the S.S. Sardinia due in Bombay about 27th September, 1915.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWITT,
Superintendent.

Hongkong, August 27, 1915.

FOR VANCOUVER AND SEATTLE.

Sailing on

S.S. "SEIKO MARU" 2nd August.

For freight and further particulars, etc.

HONGKONG & WHAMPOA DOCK CO., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG

Codes Used: A, A B C, Fifth Edition, Engineering First and Second Editions, Western Union, and Watson's

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers
Iron and Brass Founders, Forge Masters, Electricians.

ADULTS CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained
workmen under expert European supervision.All classes of light steel work manufactured by the above process.
Tanks, Drums, Ventilators, Pipes, etc., etc.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS

| NAME OF DOCK OR SLIP | LENGTH OF DOCK BLOCKS | ENTRANCE BREADTH | DEPTH OVER SLIP AT ORDINARY SPRING TIDES | RISE OF TIDE SPRINGS | NEAPS |
|-----------------------------|-----------------------------|---------------------|---|-------------------------|-------|
| KOWLOON | | | | | |
| No. 1 Dock, Kowloon | 700 | 120 | 10 | 10 | 10 |
| No. 2 Dock, Kowloon | 271 | 70 | 10 | 10 | 10 |
| No. 3 Dock, Kowloon | 240 | 60 | 10 | 10 | 10 |
| Patent Slip, No. 1, Kowloon | 240 | 60 | 10 | 10 | 10 |
| Patent Slip, No. 2, Kowloon | 240 | 60 | 10 | 10 | 10 |
| TAI-KO-TSUI | | | | | |
| Common Dock | 400 | 110 | 10 | 10 | 10 |
| ABERDEEN | | | | | |
| Hope Dock | 400 | 110 | 10 | 10 | 10 |
| Landon Dock | 400 | 110 | 10 | 10 | 10 |

Please Address Enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

STEAMERS EXPECTED.

Mails.

The P. M. S. S. Co.'s s.s. Manchuria will
arrive from Yokohama on Friday, the
28th August. The mails for Hong-
kong. The mails have been transferred
to the Nippon Yusen Kaisha s.s. *Asa*
Maru, due to arrive at Hongkong on
the 29th August.

Other Vessels.

The s.s. *Genifer* is expected to arrive here
from London on or about the 28th
August.

The Oriental Africa Line s.s. *Salutia*
arrived from Marseilles on the 14th
August, and is expected to arrive here
on the 1st September.

Latest Arrivals.

The Australian Oriental Line s.s. *Changsha*
left Manila for Hongkong direct
on the 27th August, and may be
expected to arrive here on the 28th
August.

The C. P. R. Co.'s s.s. *Montague* ar-
rived at Kobe at 4 p.m. on Friday,
the 27th August, and left at 10 a.m.
on Saturday, the 28th August, due to
arrive at Hongkong on Sunday, the
29th August.

ROYAL OBSERVATORY.

HONGKONG DAILY WEATHER
REPORT.

AUGUST 28, 1915.—a.m.

| Hour. | Barometer at Sea Level | Thermometer at Sea Level | Humidity | Direction of Wind | Force of Wind | Weather |
|------------|---------------------------|-----------------------------|----------|----------------------|------------------|---------|
| 7.00 a.m. | 29.47 | 79.4 | 81 | W | 3 | Cloudy |
| 8.00 a.m. | 29.45 | 79.4 | 81 | W | 3 | Cloudy |
| 9.00 a.m. | 29.44 | 79.4 | 81 | W | 3 | Cloudy |
| 10.00 a.m. | 29.43 | 79.4 | 81 | W | 3 | Cloudy |
| 11.00 a.m. | 29.42 | 79.4 | 81 | W | 3 | Cloudy |
| 12.00 p.m. | 29.41 | 79.4 | 81 | W | 3 | Cloudy |
| 1.00 p.m. | 29.40 | 79.4 | 81 | W | 3 | Cloudy |
| 2.00 p.m. | 29.39 | 79.4 | 81 | W | 3 | Cloudy |
| 3.00 p.m. | 29.38 | 79.4 | 81 | W | 3 | Cloudy |
| 4.00 p.m. | 29.37 | 79.4 | 81 | W | 3 | Cloudy |
| 5.00 p.m. | 29.36 | 79.4 | 81 | W | 3 | Cloudy |
| 6.00 p.m. | 29.35 | 79.4 | 81 | W | 3 | Cloudy |
| 7.00 p.m. | 29.34 | 79.4 | 81 | W | 3 | Cloudy |
| 8.00 p.m. | 29.33 | 79.4 | 81 | W | 3 | Cloudy |
| 9.00 p.m. | 29.32 | 79.4 | 81 | W | 3 | Cloudy |
| 10.00 p.m. | 29.31 | 79.4 | 81 | W | 3 | Cloudy |
| 11.00 p.m. | 29.30 | 79.4 | 81 | W | 3 | Cloudy |
| 12.00 a.m. | 29.29 | 79.4 | 81 | W | 3 | Cloudy |

O. W. JEFFREY, Director.

Hongkong Observatory, Aug. 28, 1915.

1. Barometer, reduced to sea level, in inches, tenths and hundredths.

2. Direction, as given by the wind, in degrees, tenths and hundredths.

3. Force of wind, in miles per hour, in degrees, tenths and hundredths.

4. State of sky, in degrees, tenths and hundredths.

5. State of water, in degrees, tenths and hundredths.

6. State of land, in degrees, tenths and hundredths.

7. State of air, in degrees, tenths and hundredths.

8. State of soil, in degrees, tenths and hundredths.

9. State of vegetation, in degrees, tenths and hundredths.

10. State of animals, in degrees, tenths and hundredths.

11. State of minerals, in degrees, tenths and hundredths.

12. State of metals, in degrees, tenths and hundredths.

13. State of stones, in degrees, tenths and hundredths.

14. State of plants, in degrees, tenths and hundredths.

15. State of trees, in degrees, tenths and hundredths.

16. State of flowers, in degrees, tenths and hundredths.

17. State of fruits, in degrees, tenths and hundredths.

18. State of seeds, in degrees, tenths and hundredths.

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